CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

	1.	East Ger	rmany			REPORT				
JBJECT		Laerz A	irfield			DATE DISTR.	23 September 1954			
						NO. OF PAGES	1 3020962			
ATE OF	INFO.				REQUIREMENT NO.	RD				
LACE AC	QUIRÉD			75e i		REFERENCES				
	T	his is UNE	VALUATED							
				EVALUATIONS IN THE APPRAISAL OF CONTE (FOR KEY SEE R	ENT IS TENTATI		· · · · · · · · · · · · · · · · · · ·			
1.	The fo	ollowing p	planes were	observed on	Laerz air	rfield on 21 May	:			
	a. Ai	n alert un arked at t	nit of four the western	MiG-15's wit	th wing ta taxiway.	anks,				
	b. 18 MiG-15's, parked in groups of 8 and 10 along the runway.						•			
	c. 1 LI-2 d. 3 PO-2's,									
	d. 3	PO-2's,		In the early morning hours of 7 and 13 May, four twin-jet "LA-16 ground attack" planes were clearly observed in the newly constructed revetments south of the runway. It is significant that these planes practice only in the early morning hours and after sunset. During the day they are always parked in the revetments. On 7 and 13 May, they were observed taking off in a westerly direction at intervals of ten minutes bett 5 a.m. and 6:30 a.m. After reaching an altitude: of 800 -1000 meters, they circled once or twice and then landed at intervals of 10 to 12 minutes. None of the planes were visible outside of the revetments by about 7:30 a.m. Night flights, lasting from 11 p.m. to 2 a.m., were observed on the night of 21 to 22 May.						
2.	In the were of is significant they were of the were of	e early moclearly obgnificant t. During were obser and 6:30 or twice a	that these the day the day the day the ved taking a.m. Afte and then land their day the day th	the newly con planes pract ney are alway off in a wes er reaching a nded at inter ne revetments	nstructed tice only ys parked sterly dir an altitud vals of l s by about	revetments sout in the early mo in the revetmen ection at inter 60 of 800 -1000 0 to 12 minutes 7:30 a.m. Nig	h of the runway. It rning hours and after ts. On 7 and 13 May, vals of ten minutes betwee meters, they circled. None of the planes ht flights, lasting			
2.	In the were of is significant they were of the control of the cont	e early moclearly obgnificant t. During were obser and 6:300 or twice a visible ou ll p.m. to	that these g the day the ved taking of a.m. Afte and then land their control of the control of the airf	the newly con planes pract ney are alway off in a wes er reaching a nded at inter ne revetments ere observed	nstructed tice only ys parked sterly dir altitude to by about on the ni	revetments sout in the early mo in the revetmen ection at inter es of 800 -1000 0 to 12 minutes 7:30 a.m. Nig ght of 21 to 22	h of the runway. It rning hours and after ts. On 7 and 13 May, vals of ten minutes betwee meters, they circled. None of the planes ht flights, lasting			
	In the were of is significant they were of the control of the cont	e early modelearly obgrificant t. During were obser and 6:30 or twice a visible ou ll p.m. to	that these g the day the ved taking of a.m. Afte and then land their control of the control of the airf	the newly con planes pract ney are alway off in a wes er reaching a nded at inter ne revetments ere observed	nstructed tice only ys parked sterly dir altitude to by about on the ni	revetments sout in the early mo in the revetmen ection at inter es of 800 -1000 0 to 12 minutes 7:30 a.m. Nig ght of 21 to 22	h of the runway. It rning hours and after ts. On 7 and 13 May, vals of ten minutes betwee meters, they circled. None of the planes ht flights, lasting May.			
	In the were of is significant they were of the control of the cont	e early modelearly obgrificant t. During were obser and 6:30 or twice a visible ou ll p.m. to	that these g the day the ved taking of a.m. Afte and then land their control of the control of the airf	the newly con planes pract ney are alway off in a wes er reaching a nded at inter ne revetments ere observed	nstructed tice only ys parked sterly dir altitude to by about on the ni	revetments sout in the early mo in the revetmen ection at inter es of 800 -1000 0 to 12 minutes 7:30 a.m. Nig ght of 21 to 22	h of the runway. It rning hours and after ts. On 7 and 13 May, vals of ten minutes betwee meters, they circled. None of the planes ht flights, lasting May.			
	In the were of is significant they were of the control of the cont	e early modelearly obgrificant t. During were obser and 6:30 or twice a visible ou ll p.m. to	that these g the day the ved taking of a.m. Afte and then land their control of the control of the airf	the newly con planes pract ney are alway off in a wes er reaching a nded at inter ne revetments ere observed	nstructed tice only ys parked sterly dir altitude to by about on the ni	revetments sout in the early mo in the revetmen ection at inter es of 800 -1000 0 to 12 minutes 7:30 a.m. Nig ght of 21 to 22	h of the runway. It rning hours and after ts. On 7 and 13 May, vals of ten minutes betwee meters, they circled. None of the planes ht flights, lasting May.			
	In the were of is significant they were of the control of the cont	e early modelearly obgrificant t. During were obser and 6:30 or twice a visible ou ll p.m. to	that these g the day the ved taking of a.m. Afte and then land their control of the control of the airf	the newly con planes pract ney are alway off in a wes er reaching a nded at inter ne revetments ere observed	nstructed tice only ys parked sterly dir altitude to by about on the ni	revetments sout in the early mo in the revetmen ection at inter es of 800 -1000 0 to 12 minutes 7:30 a.m. Nig ght of 21 to 22	h of the runway. It rning hours and after ts. On 7 and 13 May, vals of ten minutes betwee meters, they circled. None of the planes ht flights, lasting May.			

Approved For Release 2007/06/22 : CIA-RDP80-00810A004900150005-0